WEBSTER'S DICTIONARY, NEW EDITION, IS THE

BEST AND CHEAPEST. For Sale at the Hongkong Telegraph Office, No. 6, Pedder's Hill.

New Series No. 620.

日三十月五年三十二緒光

SATURDAY, JUNE 12, 1897.

Intimations.

PENINSULAR AND ORIENTAL STEAM

NAVIGATION COMPANY.

建过十月六英港香 六种醴。

THIRTY DOLLARS PER ANNUM.

## Banks.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE :- LONDON. RESERVE LIABILITY OF SHARE-

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of a per cent, per annum on the Dally Balances. On Fixed Deposits for 12 months... 4 per cent.

T. H. WHITEHEAD, Manager, Hongkong. Hongkong, and June, 1897. THE NATIONAL BANK OF CHINA, LIMITED.

... 2

HEAD OFFICE :- HONGKONG,

Court of Directors:-D. Gillies, Esq. ! ChowTung Shang, Esq. H. Stolteriobt, Esq. Kwan Hoi Chuen Esq. Chan Kit Shan, Esq.

Chief Manager, GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent. Hongkong, 23rd October, 1893.

LT ONGKONG AND SHANGHAI II. BANKING CORPORATION.

PAID-UP CAPITAL .....\$10,000,000 RESERVE FUND ...... 6,500,000 RESERVE LIABILITY OF PROP'TORS...\$10,000,000 COURT OF DIRECTORS: ST. C. MICHAELSEN, Esq.—Chairman.

Hon. J. J. BELL-IRVING,-Doputy Chairman. C. Beurmann, Esq. | A. I. Raymond, Esq. G. D. Böning, Esq. R. L. Richardson, Esq. G. B. Dodwell, Esq. | R. Shewan, Esq. R. M. Gray, Esq. N. A. Slebs, Esq. David Gubbay, Esq. Gerald Slade, Esq. CHIEF MANAGER: Hongkong-T. JACKSON, Esq.

MANAGER: Shanghal-J. P. WADE GARD'NER, Esq. LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED On Current Account at the rate of 2 per Cent, per Annum on the daily balance.

INTEREST ON FIXED DEPORTS: For 3 months, 21 per Cent. per Annum. For 6 months, 31 per Cent. per Annum. For 12 months, 4 per Cent. per Annum. T. JACKSON, Chief Manager.

Hongkong, 10th April, 1897. HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI W. H. RAY, BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 31 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum. For the Hongkond and Shanghai

BANKING CORPORATION, T. JACKSON, Chief Manager.

Hongkong, 1st August, 1895.

Ausurances.

THE MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED A.D. 1824. 

TYAVING been appointed AGENTS of the Resolutions :-II above Company we are prepared to accept EUROPEAN and CHINESE RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co., Hongkong, 2nd January, 1897.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES. SIEMSSEN & Co.

Hongkong, 28th May, 1895, GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.) CAPITAL, TAELS 600,000 } \$833,333.33.

EQUAL TO ...... RESERVE FUND ..... \$318,000.00. BOARD OF DIRECTORS. LRE SING, Esq. LO YEUR MOOM, Esq.

LOU TSO SHUM, Req. MANAGER:--HO AMEL

ARINE RISKS on GOODS, &c.; taken at CURRENT RAYES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST. Hongkong, 17th December, 1884.

NOTICE.... THE MAN ON INSURANCE COMPANY LIMITED.

The above Company is prepared to accept MARINE RISES at CURRENT RAYES OR GOODS. ac. Policies granted to all Parts of the world

Socretary, " HEAD OFFICE, No. 5. QUEEN'S ROAD WEST.

Hongkong, ofth Usy, 1804.

## Antimations.

DIAMOND JUBILEE CELEBRATION.

THE Undersigned begs to give notice that the HONGRONG SUBSCRIPTION LIST will CLOSE on WEDNESDAY, the 16th instant, and requests that Residents who have not already Subscribed and who may wish to do so, will be kind enough to communicate with him on or before that date.

T. JACKSON, Hon. Treasurer.

Hongkong, to'h June, 1897. BANK HOLIDAYS.

THE GOVERNMENT baying proclaimed TUESDAY, the 22n', and WEDNES-DAY, the 23rd instant, PUBLIC HOLIDAYS In Celebration of the completion of the SIXTIETH YEARS REIGN OF HER MOST GRACIOUS

Business on both those days :-For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA, T. H. WHITEHEAD,

Manager, Hongkong. For the HONGKONG & SHANGHAI BANKING CORPORATION, T. JACKSON,

Chiel Manager. For the NATIONAL BANK OF CHINA, ANTHONY PABINGTON, for Chief Manager.

For the MERCANTILE BANK OF INDIA, JOHN' THURBURN, Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, Hongkong Agency, G. G. F. AUGUSTIN. Manager.

For the BANK OF CHINA & JAPAN, LIMITED, Hongkong, CHANTREY INCHBALD, Manager. "For the YOKOHAMA SPECIE BANK, LIMITED.

NAO NABEKRA,

Agent. Hongkong, 10th June, 1897. INSURANCE HOLIDAYS.

THE Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on TUESDAY and WEDNESDAY, the 22nd and 23rd instant, the days appointed in this Colony for the Celebration of the SIXTIETH ANNIVER-SARY of the REIGN OF HER MOST GRACIOUS MAJESTY THE QUEEN :-JARDINE, MATHESON & CO.,

General Agents.
CANTON INSURANCE OFFICE, LD. General Managers,
Hongkong Fire Insurance Co., Ld.

W...J. SAUNDERS. Acting Secretary, Union Insurance Society of CANTON, LD.

W. H. PERCIVAL, NORTH-CHINA INSURANCE CO., LD.

Secretary, CHINA TRADERS' INSURANCE Co., LD. SHEWAN, TOMES & CO.,

Agents, YANGTSZEINSURANCE ASSOCIATION, LD. P. COUGHTRIE,

Secretary, CHINA FIRE INSURANCE CO., LD. W. H. T. DAVIS,

Acting Manager, THE STRAITS INSURANCE CO., LD. Hengiong, 11th June, 1807.

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above COMPANY will be held at the COMPANY'S OFFICE, No. O. Praya Central, on FRIDAY, the 25th June, at NOON, when the subjoined Resolutions, which 

(1)-That the Capital of the Company be increased to the sum of \$600,000 Hongkong Currency by the issue of thirty thousand new shares of ten dollars each, to be issued at a premium of ten dollars each, such price. of ten dollars each and also such premium of ten dollars each to be payable in such amounts, at such times, and on such conditions as the General Managers shall from time to time determine.

(2)-That twenty thousand of such new shares be offered to the persons who on the 1st day of July, 1807, shall be the registered shareholders of the old or existing shares in the proportion of one new share for every old or existing share and such offer shall be made by a notice specifying the number of new shares which each such registered aharcholder shall be entitled to take up, and limiting a time within which the offer if not not accepted, and all non-accepted shares shall be disposed of for the henefit of the Company on such conditions as the General Managers shall determine.

(3)-That the remaining ten thousand new shares be affetted to the General Managers who have guaranteed to apply for and accept that number,

SHEWAN, TOMES & CO. General Managers, Hongkong, 8th June, 1897.

THE HONGKONG ELECTRIC COMPANY. LIMITED.

TOTICE is herebys given that the EIGHTH ORDINARY, YEARLY MEETING of SHAREHOLDERS In the above COMPANY WILL be heldest the Company's Offices, No. 27. Oceen's Roid; on TUESDAY, the 29th day of

June, at Noon, los the purpose of Presenting the Report of the Directors, together with a Statement of Accounts to 30th April, 1897, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 15th to 29th June,

both days inclusive. By Order of the Board of Directors. CHAS. F. HARTON, Acting Secretary. Hongkong, 10th June, 1897.

STRAMERS REMARKS Freightonly. (Call-STRAITS AND Bombay ......J.H.C. Weston, R.N R. About 15th Jane... ing atColombolisufficient indocement offers). LONDON &c. ... Kaisspei-Hind ... S. Barcham ....... Noon, 17th Jano ... See Special Advertisement 

For Further Particulars, apply to

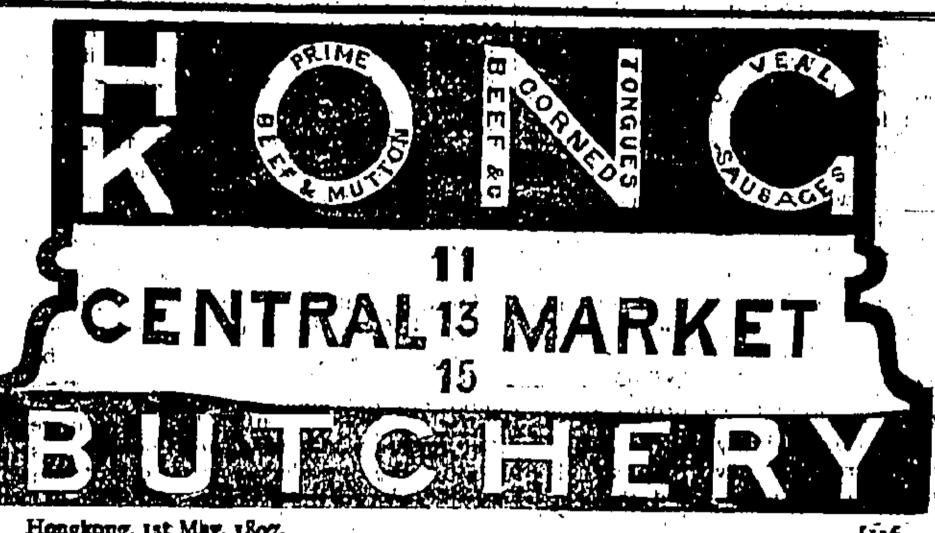
H. A. RITCHIE, Superintendent, Hongkong, 4th June, 1897.

## W. POWELL & CO.

EX. "CANTON."

FURTHER SPECIALITIES FOR MONDJU

DECORATIONS. Hongkong, 12th June, 1867.



Hongkong, 1st May, 1807.

11 i

# CALIFORNIA WINES

TRADE MARK.

2 Dor. Prs. 4 Dor. 1 Prs. CLARET ..... 2650 \$4.50 ZINFANDEL .....

Hong Name: YUEN WO.

TELEPHONE, No. 135.

7.00 RIESLING ..... б 00 HOCK .... **6.co** These are genuine GRAPE-WINES, full bodied, with little An allowance of fifty cents per deren is made for the empty plats when returned to our Godown.

No. 19, QUEEN'S ROAD CENTRAL. Hongkong, 28th Mayr 1807;

CLUB HOTEL, 5. BUND, YOROHAMA.

THE

HOTEL METROPOLE. TSUKIJI, TOKYO.

TIRST-CLASS HOTKLS, centrally situated, well-furnished, the Culting under the Supervision of approved French Chel has no equal ENTIRE FOREIGN MANAGRMENT, Experienced English matron in attendance

The Hotel steam-launch with European Agent attends arrivals and departures ; every assistance given in clearing luggages and affording information. Passengers are met at the Railway Station. ISTIORS have the option of menting either in Tokyo or Yokonama, without extra Chargo-THE CHLY: HOTEL! COVERING SUCH AN ADVANTAGE!" EUROPEAN HAIR DRESSER

on the Premises. Certified Guides are in attendants at thoth Hotels! THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

R. V. SIOEN, Manager YOROHAMA.

L. DEWETTE, Manager,

## Intimations.

## UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,

UNITED ASBESTOS COMPANY, LIMITED, LONDON, PIONEERS OF THE ASBESTOS TRADE. Contractors to H.M. Government, and the Principal Ruellsh, Indian; Colontal and Foreign Ratiways, including the Imperial Ratiways of Japan.

MANUFACTURERS OF The Best Qualities of ASBESTOS and RUBBER GOODS for the VERY HIGHEST PRESSURES. Chesper Qualities for LOW PRESSURES.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints, Manhole and Mudheis Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedoboat and Transport in H.M. Service. "SALAMANDER" Non-conducting Composition for Bollers, Hot-water Tanks, Pipes, &c.

IN TWO QUALITIES. SPECIAL QUOTATIONS FOR QUANTITIES. SUPERINTENDENT.....THOS. SKINNER.

DODWELL, CARLILL & Co.,

General Agents.

## NUNOBIKI NATURAL MINERAL WATER.

FROM THE SPRINGS OF THE WELL-KNOWN NUNOBIKI WATERFALLS IN KOBE.

Analysed and pronounced by the IMPERIAL JAPANESE HYGIENIC LABORATORY OF OSARA, to be effective in the treatment of CONSUMPTION, CHRONIC CATARRH OF THROAT and WIND PIPE, all complaints of LIVER, STOMACH and INTESTINE, RHEUMATISM, SUPERABUNDANCE OF BLOOD, &c. APPLY TO

L. M. ALVARES & CO.

SOLE AGENTS, No. 17, QUEEN'S ROAD CENTRAL. Hongkong, 12th March, 1897.

NOW READY FIGARO-SALON PART I (TO BE COMPLETED IN 6 PARTS)

LE PANORAMA—SALON PART

(TO BE COMPLETED IN 10 PARTS)

Hongkong, 9th June, 1897.

The Soldier's Pocket Book, by Lord Wolczley ..... 2.25 Key to Reed's Engineers Hand-Book ..... 4.00

The Jungle Book, by Rudyard Kipling ... 325 Man & Beast India, by Rudyard Kipling 400

Brassey's naval annual

catifely revised permanent edition ... 10.00 Queen's Regulations and Admiralty Ins-

FOR SALE.

MUMM & Co.'s CHAMPAGNE.

In cases of 2 dez, plats .....\$35 per case. s doz quarts.....\$33 do

HEWAN, TOMES & Co. Agents.

# MOUNT AUSTIN

1.400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS. "Excelsion" Hongkong,

Hongkong, 13th February, 18c7.

TELEPHONE. No. 35.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUBEN'S ROAD. TIFFIN AT 1 P.M.

DINNER AT 8 P.M. ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in PRIVATE DIMING-ROOMS.

For further Particulars apply to

Hongkong, 27th July, 1845.

THE MANAGER, MOUNT AUSTIN HOTEL



## AQUARIUS.

An absolutely pure Sparkling Mineral Water, invigorating and refreshing; an aerated water of the highest quality both from a manufacturing and Sanitary point of view.

15, Queen's Road,

CALDBECK, MACGREGOR & Co., WINE & SPIRIT MERCHANTS.

Hongkong, 31st May, 1897.

ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE WHITE HEATHER BOUQUET. Sole Agents for VIN PASTEUR the great French Nerve Tonic. Also Sole Agents for the now well-known JAPANESE TABLE WATER TANSAN.

FLETCHER & CO. CARMICHAEL & CO.

## Co-day's Advertisements.

## DIAMOND JUBILEE.

### READY! NOW

READY!

THE FORM OF PRAYERS

THANKSGIVING TO GOD TO BE USED ON THANKSGIVING DAY, 20TH JUNE, 1897,

A small pamphlet containing the forms of Prayer and special Thanksgiving (authorised version, just received from London) was published to-day at the office of

"THE HONGKONG TELEGRAPH," No 6; Pedder's Hill.

PRICE, 40 CENTS EACH.

Orders will receive prompt attention if addressed :-

· Manacer, "HONGKONG TELEGRAPH, HONGKONG.

NOW READY!

The form of Special Service and Prayers, as

. THANKSGIVING DAY, 20th June, 1897.

PRICE, to cents each,

Intimations.

DAKIN, CRUICKSHANK &

COMPANY,

VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

CODA WATER.

CARSAPARILLA.

DAKIN, CRUICKSHANK & Co.'s WATERS ATC

made under the constant supervision of a duly

qualified English Chemist and will bear compa-

Special terms to HOTELS, CLUBS, MESSES and

other Large Con-ynould be addressed to the

Manager.

TO SUBSCRIBERS.

A. S. WATSON & CO.,

LIMITED

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS

TED

rison with the best English Manufactures.

Hougkong, 1st March, 1897.

EMONADE

D ASPBERRYADE, &c.

At the "Hongkong Telegraph" Office.

directed by the Chief Rabbi for nie on

Hongkong, 12th June, 1897.

CIMPLE AERATED WATER.

MINGUR ALE.

N.B.—Orders from Canton and Coast Ports will receive immediate attention, and on such orders postage will be added to cost.

INFORMATION WANTED.

"Things you cught to know, you know!" THAT THERE WILL BE A GRAND INAUGURATION,

A SFRIES OF SEA TRIPS. Commencing TO-DAY (SATURDAY), the 12th June, From PEDDER'S WHARF.

OF HONGKONG'S LARGEST AND BEST LAUNCHES. Intending Passengers can embark from 8 P M.

to 8.30, returning at 12 P.M. Prices to suit the populace \$1. Refreshments can be obtained on board. All tickets issued will be available for the season in case of bad weather. The whole will be under the personal supervision of

SAM MARKS, Hongkong Hotel. To whom all business communications should be addressed. Hongkong, 12th June, 1807,

IN THE MATTER OF ORDINANCE No. 2 OF

IN THE MATTER OF APPLICATION OF JACOB PULVER WRIGHT, A CITIZEN OF THE -UNITED STATES OF AMERICA. RESIDING AT 46, AVON STREET, IN THE CITY AND COUNTY OF NEW HAVEN AND STATE OF CONNEC-TICUT, UNITED STATES OF AMERICA. FOR LETTERS PATENT FOR THE EXCLUSIVE USE WITHIN THE COLONY OF HONGKONG. OF AN INVENTION FOR "IMPROVEMENT IN AND RELATING TO MACHINES FOR MAKING MATCHES."

TO THE IT. W. In thereto . given they about DECLARATION required by the above-cited Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said IACOB PULVER WRIGHT, by WILLIAM ELZIE HUNT, ble duly authorized Agent and Atterney in fact, to apply at the meeting of the Executive C uncil to REMINDED THAT ALL SUBSCRIPTION be held on date hereinafter mentioned, for MUST BE PAID IN ADVANCE. LETTERS PATENT for the exclusive Use within the said Colony of Hongkong, of the above-named Invention.

And Notice is hereby given that a Meeting of the Executive Council will be held in the Council Chamber, at the Government Office, Victoria, Hongkong, on TUESDAY, t e 29th instant, at

Dated the jath day of June, 1897. Agent and Attorney in fact,

JACOB PULVER WRIGHT. "Gleanealy," Hongkong.

CHINA NAVIGATION COMPANY, LIMITED. FOR SHANGHAL THE Company's Steamship

"PAKHOI." Captain Stott, will be despatched as above on TUESDAY, the 15th instant, at 2 P.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 12th June, 1897. FOR WEST RIVER PORTS. (Konomoon, Kamchuck, Samshui, Shuihing,

TAKHING and WUCHOW) THE Steamship " WINGTONG " will be despatched as above on or about WED.

NESDAY, the 16th Instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 12th June. 1807. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR MANILA (DIRECT).

HE Company's Steamship "YUENSANG," Captain W. Waddilove, will be despatched as

above on WEDNESDAY, the 16th instant, at This Steamer has Superior Accommodation

for First-class Passengers. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Honghong, 12th June, 1807.

MOGUL-WARRACK-MILBURN LINE. FOR NEW YORK, VIA SUEZ CANAL. THE Steamship

"SIKH," to sill about 18th June 1897. S.S. " AR (.YLL," to sail abo t 3rd July, 1897. S.S. " AFRIDI " to sail about 18th July, 1897. 8.8. " LENNOX, to sall about and August, '97. For Freight or Passage apply to DODWELL, CARLILL & Co.,

Hongkong, 12 h Jane 1807. FOR NEW YORK

THE too A. 1. British-Ship. "CLAN MACKENZIE," Captain Iddes, having arrived will load here for the above Port, and will have quick despatch, ARNHOLD, KARBERG & Co.

Hongkong, 13th June, 1807.

The Kongkong Melegraph

a me and Adelaide Rang-i.

THE POSTAL SUBSIDY.

HONOKONO, SATURDAY, JUNE 12, 1897.

MARRIAGE.

Heart of Jesus, Hongkew, Shang al, b the Rev. Father Louall, S.J., WILLIAM ALLANSON, of

Sharghal, to IRMYLA, youngest daughter of

On the 5th Instant, at the Church of Sacred

The question of the Colony's Contribution to the Mail Subsidy is a grave one. and, while we agree with the Committee of the Chamber of Commerce in the opinions they, have expressed on both aspects of the question, we think they are | richly deserve in their undertaking. a little indefinite, and have omitted to notice some of the more important features of the case.

What is the case? The British Government subsidizes the P. and O. Company to carry mails to the Mediterranean and Eastern ports-India, Australia, Straits Settlements and China-and India, Australia, the Straits and Hongkong are called on to contribute towards the payment of that subsidy. Hongkong has, since 1883, contributed £6,000 annum and is now called on pay a very much larger share With a degree of politeness not always shown on these occasions to Crown 'Colonies, this Government has been asked to favour the Imperial authorities with its opinion on the justice or otherwise of the basis on which this additional levy is to be calculated, and sundry figures put together by the authorities at home have been sent out for consideration in support of the praposals. The Governor, on receipt of these papers, referred them to the hamber of Commerce for their opinion and the Committee of the Chamber appointed Messrs. WHITEHEAD, EDE, and HERBERT SHITE a sub-committee to consider and report.

We have got the sub-committee's report. We have had the Committee's letter to the Governor in reply to his request for light. Now, the first thing that strikes us in endeavouring to arrive for ourselves at an opinion on the point is the absence of any sufficient material on which to form sound opinion. What is the total amount of work done by the P. & O. Co. for this subsidy; for whom and in what proportions is the work done, i.e., what weight of mail matter is carried for each of the for what distances, at what speeds, and with what degree of regularity; what amounts, gross and net, are recovered by the several parties in respect of the mai matter carried for each, and what amount of profit does each derive from the working of the subsidy? Until these tionment of the expenses of the sea carriage can be made by anyone, and the Home Government have only supplied important—the distances. The Postal

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTIVILLY eliminated the question of distance from all postal calculations; a letter is carried to any Union country far or near for 21d. | diseases and the consequent losses. Wi There are not to be found in the Colony, so far as we can ascertain, any Post Office statistics, blue-books, reports, or figures of any sort, except our own, and these are so imperfect and so muddled that they are of very little use. There is not in the Colony, we believe, a single copy of the British Posmtaster General's Annual Report. We know in a general way that that Department of the Government makes a handsome annual profit of over three millions of pounds sterling out

of the entire Post Office business. We

presume this is calculated after payment

in the United Kingdom, and we are asked

to help to relieve; the taxpayer of some

portion of the burden. In connection

with the Post Office there is no burden in

the adjustment of the Postal Union

Accounts; we already pay our proper

proportion of the expenses of transmitting

postal revenues 851,713 to the United

Kingdom and 837,219 to other countries

as our share, and this in addition to the

£6,000 squeezed out of us by the Imperial

Government as our special contribution to

the Postal Subsidy. We confess we do not

see any grounds on which we should pay

any contribution to the P. & O. subsidy.

or considering the question of amount:

NOTES AND COMMENTS.

THE QUEEN'S EMPIRE.

in connection with and in commemoration

of the Diamond Jubilee Year few will be

more popular, appropriate or longer re-

tained as a memento of the event by those

who obtain it than the fine series of repro-

ductions of photographs dedicated to Her

Majesty and entitled The Queen's Empire,

published by Messrs Cassert and Com-

pany. The publishers state their purpose

to be the bringing together a collection of

photographic pictures which will represent

with absolute accuracy the present condi-

tion of the British Empire and conse-

quently views have been gathered from

all quarters of the Empire, including the

most remote and lonely spots where the

Among the numerous publications issued

WATERS. out of the gross receipts of all postal subsidies, and that, therefore, the Post Office costs the British taxpayer nothing. The post office business pays for itself and OUR ARRATED WATER FACTORY Is fitted with leaves a surplus over which goes in relief the best English Machinery, embodying the latest improvements in the trade. of the general taxation at home. Why should we then contribute anything? The Military Contribution is a different thing, justified on different grounds. The Army and The Purest Ingredients only are used, and the Navy are paid for out of the taxes levied

utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

the letters. Last year we paid out of the For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empiles when received in good order.

Counterfoil Order Books supplied on applica-

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock !-PURE ARRATED WATER, SODA WATER.

LEMONADE, POTASH WATER SELTZER WATER, LITHIA WATER, BARSAPARILLA WATER

TONIC WATER, GINGER ALE. GINGERADE No Credit given for Boliles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Acrated

Waters, as such Bottles are never used again

A. S. WATSON & CO., LD. THE HONGKONG DISPENSARY Manghong, 13th April, 1897.

accomplished pictorially and from it can be gathered in a few minutes a good idea of Greater Britain, its people, scenery, buildings and the contrasts of the various lands and the people inhabiting them. The first number of The Queen's Empire deals with the Government of the Queen's subjects and various buildings are his ship. shown from the Houses of Parliament down to the modest Government House at Port Moresby, New Guinea? The publication is to be by monthly parts at the very moderate price of sixpence each, and we feel convinced that the English speaking public will hasten to avail themselves of the chance of obtaining such a valuable collection and thus accord Messrs. Cassall

& Company the support which they so MEDICAL INSPECTION OF SHIPPING. We feel very doubtful about the proposal to detain and medically inspect every vessel coming into this port. We are afraid that however theoreticall desirableit may be to do so, that practicall it is impossible. To be of any value the inspection must be thorough and universal; it must be applied to everything that enters the harbour and it must cease to be the very perfunctory arrangement that now does duty for medical inspection To do it as it ought to be done it will cost a very great deal too much. It will require at the least four additional medical officers, two for each entrance to the port. and one in reserve for emergencies and to supply casual vacancies in the working staff. That means a large addition to the cost of the Administration in salaries alone, to say nothing of the cost of steam launches, observation wards, &c., &c. The daily average of vessels entering the port was last year ninety-four -ships, steamers and junks, all included. Nearly three millions of passengers arrived in Hongkong in 1896, or nearly eight thousand a day, and in addition the crews of the vessels entering port totalled nearl half a million. If all these are to b inspected, even cursorily, four officers will be wholly insufficient, giving only ten seconds to each inspection. A month of such work would kill the men. In 1894 there was a special inspection of junks coming from the westward only. It was the hardest work the two naval officer who undertook it ever had and it only

lasted a month. ANOTHER SERIOUS CONSIDERATION. There is another consideration. This parties from whom contribution is sought? inspection can only be carried on by day. Steamers and junks may not therefore enter during the night. That is a serious trouble to junks, which must make use of the tide when it serves. Steamers are independent of the tides, but the loss of time in loading and unloading will be gain more by adopting these precautions against the introduction of disease than the nature of an insurance premium against the introduction of infectious the proposed expenditure in fact insure us against plague, cholera and small-pox If it does, are the risks so grave that we can afford to pay so high a premium? We fear that the protection will not be by any means complete, and we doubt if such protection as the proposed new methods will afford will be found to be worth the expénse.

> REUTER'S MESSAGES RUSSIA.

LONDON, June roth The Tsarina has given both to a daughter,

TURKEY AND THESSALY. The Porte bas ordered the collection of the sheep tax in Thessely and has appointed a Turkish Governor at Pharsala. The Porte officially denies the reported

TURKEY AND THE CESSION OF

atrocities in Thessaly and Epirus.

THESSALY. The Daily News' correspondent at Constantinople states that Tewfik Pasha has informed the Ambassadors that it is against the 'Mussulman religion to restore territory conquered by supports Tewfik Pasha.

LOCAL AND GENERAL:

. \* THE first series of our Diamond Jubiles pamphlets are ready. Vida advis.

THE first of Mr. Sem Marks' harbour excursions leaves Fedder's Wharf to-night at 8.30. SIR HENRY IRVING will unveil the Siddons

We think the Committee and sub-Committee ought to have raised the previous Memorial on Paddington Green at noon on question and asked if we ought to pay any subsidy before answering the question, SIR NICOLAS O'COMOR, the British Ambassador at St. Petersburg, will probably go to Karlsbad

> shortly to take the waters, THE Diamond Jubilee Choir met at the City Hall at 5.30 p.m. to-day for combined practice of the "Hallelujah Chorus," and other numbers.

> decorated Mr. Balfour. He has been made a Grant Commander of the filth grade of the Order of the Grand Star.

> THE Duke of Cambridge was the principal guest at the Jubilee Dinner of the Institution of Mechanical Engineers, which took place at the Hotel Cecil, London, last month,

With the Times of June 21st will be published a coloured portrait of Her Mejesty the Queen, measuring 23in. by 17in., and with the issue of June 23rd a facsimile reprint of the Times of British flag floats. The work will show Majesty's coronation.

the lives of Her Majesty's subjects THE gold output of the Rand for April last was the world over so far as can be 235,603 oz, being 3,633 oz, above the highest on record. That is a bit of land evidently worth " pacifying " almost immediately if not sooner !

THE Rev. C. H. Salisbury, who was lately appointed Charlain to H.M.S. Undaunted, as previously announced in our columns, smived yesterday by the P. & O, steamer Canton to join

WE understand that Lady Buller, the wife o Vice-Admiral Sir Alexander Buller, K.C.B., Commander-in-Chief of the British Far Eastern Squadron, is now on her way to Hongkong an route for England,

An interesting summary of the last annual report of the Missions to Seamen is published as a supplement of this issue of the Hongkong Telegraph. It has occurred to us that in this form it will be handy for seamen to take with them on board ship to peruse while at sea. The Mission is doing a great and good work and deserves hearty support from "Jack" and those who have his welfare at heart.

REFERRING to the so-called Belglan loan negoclated by Sheng Taotal for the Hankaw-Peking Rillway, a native friend informs us (Shanghas Mercury) that there is a clause in the contract to the effect that French engineers shall be engaged for the construction of the line. We further learn that the diplomatic representatives of France and Russia have lent meterial assist ince in bringing the contract to a successful

IT is (says the Mercury of 7th instant) men tioned in to-day's Chik Non Pao that separate concessions of a Settlement in Amoy will be granted to Russia, Germany, and Japan The Vicetox of Minchi, Pien, by order of the Trungli Yamen, has already deputed an official named Chang Chookwel to survey the different sites [The Chik Nan Pao had better wake up. The Hongkong Telegraph gave publicity to this information fully two months ago.

CHEONG Hor, cashler, was brought up or remand at the Magistracy this morning on charge of embezzlement. Mr. J. Hattings prosecuted and Mr. C. D. Wilkinson appeared for the defence. Capt. Thompson, of the Ordnance Department, gave evidence that his wife paid a bill for about \$39, the receipt of which was produced. The master of the shop was crossexamined at great length by Mr. Wilkinson, after which the case was dismissed owing to want of evidence.

In the House of Commons, on the 21st ultimo Mr. Bal'our made an important statement regarding the Irish policy of the Government, He said that during next Session measures will be introduced for Ireland to the following effect - 1st. A Poor Law; and. Establishment of Local Administration, which would be elective; 3rd. The grant of Imperial subsidies for tremendous and will be another horner of half of the county cess. The speakers of all imposition on chieffer or loss. Shall we perfect, including Mr. Healy, concurred in welcoming the scheme of Government.

one of these elements, and the least we shall lose in the shape of additional Some doubt still appears to exist as to whether salaries and expenses, and in the heavy the Undaunted will be placed in the southern Union has, as the Committee's letter loss of time in carrying out shipping or northern division of the station. However, points out, and as we all know, practically operations? All that additional cost is in as the necessary repairs and alterations to the ship will occupy some months, the ship's company need have no fear of being hurried off to Singapore just at present. The ship will turn her crew over to the Tamar on the 24th instant, and go to dock for an everbaul. We presume that the presence of the Undaunteds on th Tamar will mean another lease of life for the old Victor, as it will hardly be possible for the Commodore to turn over with another crew in possession, and the *Undaunteds* are likely to be there until the end of August.

> In connection with the ocean race between mail boats which left here on. Wednesday for Marsellles, San Francisco and Vancouver, it should be mentioned that another probable competitor, the N.Y.K.'s new steamer Kanagawa Maru left the same day at 4 p.m. for London. Her first port of call is Singapore and then she touches at Colombo. The Kanagawa is a 13%-knot boat and made her run from Kobe to Hongkong in the good time of 4 days 18 hours. It is probable that she will reach Colombo a few hours ahead of the French liner Sydney, and thence to the home ports both vessels should be able to have a very fair trial of speed. The Sydney, as we stated on Wednesday last, left her moorings promptly at 1.04 p.m.

THE Naval Brigade has already commenced its the shedding of blood. The German Ambassador I preparations for the grand display to be held at Happy Valley on Diamond Jubilee Day. The men are being drilled on the stretch of ground in the year of the Torpedo Depôt at Kowloon, but as no one, so far as we can gather, appears to have any idea as to the programme to be carried out at the parade, there is a good deal of uncertainty among the Naval officers concerned as to what evolutions will be performed and there is a good deal of needless work. It appears to us that the best way out of the difficulty would be for the two services to hold i combined scheaisal parade at Happy Valley at as early a date as possible so that each contingent may know exactly what is required

JAMES SUTHERLAND, a gunner of the Royal Artillery, appeared at the Magistracy to-day charged with assaulting Mr. Osborne, the proprictor of the Bay View Hotel, on the 23rd May, THE Grand Council of the Primrose League has and also on a second charge of assaulting Mr. Hill, Mr. Kennedy's assistant, on the same day with intent to do bodily injury. Mr. Osborne gave evidence that on the day named he heard a disturbance in the bar, and entered. Two soldiers were seated near a table drinking. Some bottles and glasses had been broken by them and on speaking about it one of the men assaulted him. He could not swear that the defendant was the man but his assistant could, and as both could not leave the Hotel at the same time the case was remanded till Tuesday next at 10.50 s.m. Ball was not allowed as the June 20th, 1838, containing a full account of Her second charge was of a somewhat gerious

THE Diamond Jublice Subscription Lis closes on Wednesday next, the 16th Instant, not to-day, as was incorrectly stated in our "extra " issued this afternoon. The Hon. Treasurer will be glad to receive subscriptions until and is cluding Wednesday next.

THE rehearsal of the steam launch procession this alternoon was a great success and it is now fairly certain that, given fine weather, the aquatic part of the Jubilee celebration will be a credit in every way to the colony and all who are werking together with a will to make a record show in the record year.

In his Weekly Share List issued to-day Mr. Georg writes :- Busines 'during the week under review has been of a raiber unsatisfactory nature. most of the principal stocks, viz. Binks, Dicks, Insurances, Linds and China Sugars having ruled weakish, while Mining shares have more or less declined to a considerable extent. The only stocks which show some improvement are Ropes, Ices, Tramways and Cotton shares -Green Is and are down to \$33, and weak at the

A DISPATCH to the Pall Mall Gazette from Bellist says that leggitles tend to confirm the previous information to the effect that a yacht is about to be built in Ireland to compete not only for the Queen's Cup, but for the America's Cup. The yacht is to be built by a syndicate including Mr. Custave M. Wolf, M.P. for East Belfast, and a member of the Belfast ship-bullding firm of Harland and Wolff, the Marcula of Dafferin, the Marquis of Londonderry and Major Sherman Crawford. The new yacht will probably be built in Hildirch's yards at Carrickforgus, and she will fly the flag of the Royal Ulster Yackt Club, of which the Marquis of Dufferin is Commodore.

> THE INDO-CHINA STEAM NAVIGATION CO., LT'D.

RESULT OF LAST YEAR'S WORKING.

Mess s. Jardine, Matheson & Co., General Managers of the Indo-China Steam Navigation Company, Lt'd, courteously inform us that they have received a telegram, dated London 11th June, reading as follows :-

"General meeting of shareholders will take siace on the 17th June. Report for last year forward:d by to-day's mail. No dividend will be declared. We are bringing forward £1400. Balance at credit of underwriting account, Lop,000. Exchange reserve, £3,900."

THE LIGHT DUES QUESTION.

Chamber of Commerce,

Greenock, 11th May, 1807. We have received the following letter from the Secretary of the Chamber of Commerce for publication, and have much pleasure in complying with the request :--

DEAR SIR.—This Chamber have to acknowledge receipt of your favour of a8th January last, enclosing copies of the memorials presented to His Excellency the Governor by the representatives of your shipping interest, and from your Chamber to the Colonial Secretary, and they cordially approve of the protest made, and trust on consideration the executive Government will not impose any further charges on shipping

visiting Hongkong. The tendency of the present day is to cheapen the charges on shipping, and all the newer ports' in this country have made considerable reducions with the view of encouraging owners to accept charters on most favourable conditions. knowing that these merchants will be recouped by the preference given.

Freights all over the world have within recent years suffered a considerable decline, and in many cases, including your own local traffic, the reduction, we feel satisfied, exceeds 50 per con ta This itself should cause the Government to pause before inflicting greater burdens, " on

As you state, the Home Government have had our light dues question under their consideration for some time, and it is expected they will very shortly reduce the charge to a rate more in accordance with the actual outlay.

It is mainly owing to the fact that your merchants and the shipping visiting your port are free from all dues, that Hongkong has gained the position it now occupies, being the principal shipping emporium of the Far East, and we feel satisfied, if your Government wish to retain that position for the port, they will either do away entirely with the charge now existing for light dues, or at the very least bring the revenue from this source down, and more into line with the actual expenditure. We observe that the cost of the whole lighthouse establishments, including maintenance and repairs, amounts to \$16,870 per annum' and that the estimated revenue at 21 cents, per ton, the burden your Government propose to inflict on shipping, would realize \$113,000, showing that, after allowing an ample margin for variation in tonnage, the expenditure for maintenance and repairs would be covered by a charge of 1 cent per ton, which would yield about \$22,600. We shall watch with interest your further

efforts, at I trust you will be able to get your. Governm at to make Hongkong, not only in name, bur in fact, affree port. · Yours truly,

> W. HARDIE, Stritary.

R. C. Wilcox, Esquire, Secretary, Chalaber of Commerce, Hongkong. DIAMOND JUBILEE SUBSCRIP-

The Hon. Treasurer begs to acknowledge with thanks the receipt of the following con-

tributions, viz :---Already acknowledged .....\$53,014.84 Chartered Bank of India Australia Occidential and Oriental S.S.Co. ... Pacific Mail S.B. Co. ..... Estate of the late D. Musso ....... Dr. Noble Hon, T. H. Whitehead ...... Mr. & Mrs. F. Dodwell ..... J. S. Van Buren D. E. Brown..... M. B. Polishwalla.... Philip Cameron..... C. Klinck ..... Revd. G. R. Vallings ..... J. Aiston ...... W. C. E. Gibson ..... Chas. R. Scott ..... H. Ruttonjoe.... A. M. P. dos Remedios ...... G. Neubrunn.

Mr. Thomas Jackson, the Hon, Treasurer, will

C.H.W.K.

L. d'Arapjo Rosa .....

be pleased to receive further subscriptions.

CORRESPONDENCE.

[We do not necessarily enderso the opinions expressed by Correspondents in this column.]

ANOTHER NOCTURNAL NUISANCE.

TO THE EDITOR OF THE "HONGROUG TELEGRAPH." Sit,-As you have recently dealt with the grievances of some of our citizens arising both from the nightly overtime working of engineering firms in the East and the Chinese "sing-song" of the West, I beg for a little space in your popular columns to draw attention to a nu sance which is really inhuman, Government Civil Hospital is the one place which suffers most in this case. In its vicinity there are many buildings whose occupants take the unpredecented privilege of having on their premises specially bired Chinese vocalists (?) - ho sing (really it is shricking, as those who have beard it will testify) accompanied by their frightful pipes and other music (?), from the afternoon till an early hour in the morninggenerally till 2 or 3 o'clock.

I write this because in the Hospital there are many persons who sorely need sleep during the night as the only relief for their suffering. But they are unfortunately unable to ge this rest since there is this unwarrantable noise going on. There are many nuisances in this colony and complaints are daily made about them, but this is certainly the greatest. No persons can suffer more than those in a Hospital, which should be a model of quietness, but in this case it is just the contrary. The authorities are to blame as they allow this nuisance to go on unheeded while there is a Police Station close by, and on the other hand, as your correspondent said, prosecute hotel or tavern keepers whenever they sell intoxicating drinks after midnight.

This nulsance should at once be stopped and there is no reason why the Chinese should have a right to do what they please, ... A newcomerwould think a special law existed for their benefit. In writing this note I am expressing the views of many who have the misfortune to be in the Hospital and I hope this will have the desired effect and that some action will be taken at once.

AN IN-PATIENT. Hongkong, June 12th, 1897.

THE CHINESE ILLUMINATIONS.

TO THE EDITOR OF THE "HONGKONG TRLEGRAPH." SIR,-Knowing that you are ever disposed to give all classes fair play, may I ask a little of your, valuable 'space on behalf of myself and many other Chinese shopkeepers? We are all doing our best to honnur Her Majesty Queen Victoria's glorious reign and have arranged for the best filuminations in our power to grace the celebration. We do so, however, with sore misglvings, in the light of the treatment we received during the last and previous Chinese New Years' celebrations. We then made some display, only too soon to find that our lanterns had been smashed by canes in the Fands of coarse bullies, especially soldiers and sailors, and also a few drunken civilians. I, with many of my countrymen, have gone to some expense in order to do fitting honour to the Jubilee and, you must admit, it will be very discouraging if we are to receive the same bad treatment this time. For myself I would sooner pry them to leave us alone than thus wickedly to damage our efforts to honour one whom all Chinese regard with the deepest respect. In any case I trust the worthy Capiain Superintendent of Police will so dispose his forces as to save us from the bitter experience of which we have had too much in the past Hoping you will find space for this,

I am, &c., A SHOPKEEPER. Hongkony, June 12th, 1897.

THE TEA MARKET.

SHANGHAI, June 7th. With the departure of the China Mutual steamer Canfa from Hankow, with a cargo of some 60,000 half-chests of ten for England and the Continent, all interest in the home trade for the year 1807 will practically, cease until such. time as the wires flash the news of the reception of this cargo. It is, of course, impossible to for cast results, but a general opinion prevails that the laying-down cost all round of the article has been at such a reasonable limit as to preclude the possibility of any serious losses, excep! in the cases of a few erratic and fancy purchases.

Of the above cargo it is estimated that some 45,000 half-chests are destined for Mincing Lane. and the remaining 15,000 balf-chests for Hamburg and other-Continental-ports, and as only about 700 tons of new teas have yet gone forward to London by mail and other steamers, the Oanfo's cargo should have the home market all to itself for a time, for it is hard to believe that shippers will repeat the crass mistake of list year of sending along further supplies in such quantity as to handlesp their present very reasonable prospects of fair results. An element of safety lies in this fact that chearer ten is not likely to go forward than that already on the

The early rush and possimistic vaticinations of a first crop of 900,000 half-chests will happily fall far short of realisation, for it is now prudeatly estimated that the crop will not exceed 650,000 half-chests, or some 150,000 half-chests less than last year; figures which significantly enough speak for themselves. Buyers for Russia have practically withdrawn from the market, and possibly will not re-enter it until the arrival of the second-crop teas, the whole of

On the whole, buying may be said to have proceeded slowly and cautiously, and there has been an absence of any of those spasmodic personality. recoveries of prices to which the native hongs are so accustomed to look,

The quality of this crop has not on the whole been disappointing. The facst Keenmens are rid, @ 1s. id. per lb. Some of the Ningchows were notices bly fine, Tlephing, the best ten of the season, being taken by a Russian firm at a the well-known Kheehing was portloned out 1b. The head chops of Honow were better than they have been for some time, and arecarticularly down at 13 to 14 cents per lb. .

tess varies considerably, but in Oanlas, Lylings, and Kokews were many distinctly desirable teas for the London market. A great disappointment this your has been the large quantity of damaged leaf, almost nomerchantable stuff, which must entail the severest losses on the middlemen. In dact their differences are estimated by the best informed to amount to no less a sum than Tle. 2,000,000, a figure yet likely to be further increased. Some of the Ningchows are said to be dropping Tis, so per picul. How far much of this grief might have been averted by the use of the rolling machine or the strocco is a question that may well interest teamen,-N. C. Dally News.

NELSON.

The brilliant monograph, which Capt, Mahan wrote upon the career of Farragut gave some carnest of his power as a biographer, which the two splendld volumes of his Life of Nelson: The Embodiment of the Sea Power of Great Britain (Sampson Low and Co., Ltd.) shundantly confirm. We remarked recently that the scope of the historian, linked to the blographer, is perhaps not so great as in the case of one who deals with the great conditions in which men are lost in their actions. Yet a close study of Capt: Maban's work shows that he displays a marvellous grasp of the personality of his subject, such a philosophic understanding of the corrent of Nelson's thoughts under the sway of his ideals; that the influence of the man upon history shines out of the book just, as the influence of sea power was developed in the former volumes. Capt. Mahan describes his method very accurately, and the book is certainly the fruit of minute and careful consideration of his subject. He has made an accurate and scholarly study of Nelson's correspondence, analysing it in order to detect the leading features of temperament, traits of thought, and motives of action which it reveals. It was then his purpose "to conceive within himself, by gradual familiarity even more than by formal effort," the character of the hero. He has accordingly, so to say, lived with his subject, and has become familiar with his strength and his weakness, with the ideas that ruled him, the springs of his action, and the purpose for which he lived. Then, successfully, he has sought to convey these to the reader, partly in the form of ordinary narrative, and partly by such a grouping of incidents and utterances, whether simultaneous or scattered through his career, as should serve by their joint evidence to emphasise particular traits or particular opinions, The same method has been pursued in regard to the external part of Nelson's career, the alm being to show, not only what he did, but the principles which dominated what Capt. Mahan calls his "military thought," and guided his " military actions," or " it may be such changes as must incultably occur in the development of close and com; lex\_one, carrying the reafer on with growing convictions towards the close, but the difficulty of disengaging the leading features in a brief review is simost insuperable. Yet here and there Capt, Mahan pauses in his narrative to lay atress upon particular charac- lest the French should land men in force between teristics of Nelson. He makes a considerable Genoa and Savena. As might have been feature of that dominant impulse of the hero, his expected, Captain Mahan is never fired of seeking love of honour and glory, combined with his out the evidences of Nelson's strategic and vanity and occasional petulance. These were tactical ideas. He centres perhaps the greatest united with great charm of manner, which interest upon the hero's instant selzure of the mate's arrest. But Anderson's troubles seem impressed all who came into contact with Nelson. I main of jective, and this as particularly exemand were sanctified, we may say, by his unfailing plified in what he regards as Nelson's most hardihood and courage. "I leave you to judge arduous undertaking, namely, the Baltic of my situation," wrote Hoste, one of his mid- operations, in which, as he orged upon Sir shipmen at Santa Ciuz, "when I beheld our Hyde Parker in his memorable leiter, the boat approach with him who, I may say, had "boldest measures were safest." Nelson's been a second father to me, his right arm dang- understanding of the altuation, says Capt. ling by his side while with the other he helped Mahan, was, in truth, both accurate and prohimself to jump up the ship's side, and, with a found. In the northern combination Paul was spirit that astonished every one, told the surgeon the trunk, Denmark and Sweden the branches. he must jet his instruments ready, for he knew Could he get at the trunk and hew it down, the he must lose his arm, and that the sooner it was branches would fall with it, but should time be run. As we were cutting the anchor the first off the better." This and many other things spent in lopping the branches, his " power would are quoted by Capt. Mahan to show the cour. be weaker when its greatest strength is required." ageous spirit that austained Nelson throughout So, too, in regard to the incident of the "blind his career. 'Again and again, too, he illustrates | cyc." Cart. Mahan is reluctant to believe in Nelson's tenacity of conviction and fixity of the re-missive character of Parker's signal, purpose, as where he acted on the promptings | remarking that there is a time to be blind as

month earlier abandoned the Miditerranean. not precipitate. Though characterised by even the singleness of purpose with which he want more of insight than of reasoning, no conditions are left out of sight, nor, as he declared, was a deal car turned to any suggestion. Upon the whole, one is more struck by the accuracy of the inferences than by the antecedent processes as fight with an eye upon withdrawing from action summarised by himself; yet the weight of would have been beaten before he began. It is evidence will be found on the side he espouses. upon the clear perception of this truth, and Erroneous in particulars, the general conclusions his tenscious grip of it, that the vast merit upon which he bases his future course are justi- of Nelson in this incident depends, and not fied, not only by the results now known to us. upon the disobedience; though never but to impartial review of their probability at | was -disobedience more the moment. Most impressive of all, however, imperative, more glorious. To retire, with is the strength of conviction, which lifts him from the plane of doubt, where unaided reason alone would leave him, to that of unhesitating action, incapable of looking backward. In the most complete presentation of all bis views the one he wished brought before the Plime Minister, if his conduct on this momentous occasion were called in question, he ends thus: 'My opinion is firm as a rock that some cause, orders, or inability to perform any service in these seas lit was in that supreme moral characteristic has made them resolve to proceed direct for Europe, sending the Spanish ships to the and doubts surrounding the only path by which Havannah.' It is such conviction, in which opinion rather possess a man than is possessed by him, that exalts genius above talent, and imbucs faith with a power which reason has not in her gift,"

This brilliant appreciation of Nelson's genius which they can comfortably take if the quality receives many other illustrations in this books and various sidelights of his character serve to the building up of a complete portraiture of his

We seek, then, the evidences which Capt. Mahan arrays of Nelson's professional characteristics. There is his strong sense of with choice portraits of Nelson and his contemquite up to old form, the two crack chops Singan | duty, illustrated constantly up to the last hour and Minggan realising Tis. 40 and Tis. 38, 14. of his life, though dimmed on cartain occasions, as in the case of Caracciolo and the later have ever seen. deliberate refusal to obey Lord Kelth's orders. figure in the neighbourhood of Tis. 60; while In regard to the former, Capt. Mahan-after remarking that Nelson had lived for four months among several buyers at Tis. 68 or is. 8d. per in close intimacy with the woman who had won his passionate love and who was the ardent suitable for America, where they can be laid sympathicer with the Queen of Naples-says that the abrupt execution of Caracciolo, as an Opinion as the quality of the Hankow district explosion of fierce animosity long cherished, might have been pardonable in a Neapolitan Royalist, but not in a foreign officer only Indirectly interested in the issue at stake. The Lasting life to our fame on the ocean, disobedience to Lord Kelth's orders leads to a brilliant discussion of the question of obedience, and to the conclusion that Nelson, after "Sicilifying" his conscience, as he afterward "Britannia holds never a slave." described the moral condition, might have met condemnation with a clear conscience, "but no military tribunal can possibly accept a man's conscience as the test of obedience." Here we

relation to Lady Hamilton in a wholly satis- Let the present be ever so mighty factory manner, neither exaggerating nor diminishing her influence upon his career, and never for a moment being led into kindly tolerance of Nelson's trampling under foot of loyalty to friendship, of the sanctity which man is fain to see In the woman he loves, of all else that most appeals to man's self-respect and regard for the esteem of others. Lady Hamilton was the woman of conspicuous besuty and consummate art who administered to Nelson a rank and heady draught of flettery which he was powerless to resist.

"She was a brave, capable, full-blooded efficient woman, not to be daunted by fears or scruties; a woman who, if only nerve and intelligence were required, and if distinction for herself was at take, could be fairly depended upon. There was in her make-up a good deal of pagan virtue. She could appreciate and admire hereism, and, under the stimulus of excitement, of self-conscious magnanimity, for the glitter of effective performance and the applause of onlockers, she was quite capable of heroic action. It was this daring spirit, coarnely akin to much that was best in himself, and of which she made proof under his own eyes, that Nelson recognised; and this, in the thought of the writer, was the body of truth, from which his enthusiesm, enkindled by her charms and by her tenderness towards himself, projected such a singular phantasm or romantic perfections."

From this interlude upon the misguided parsion which shed such lurid light upon Nelson's personality, we turn gladly, though want of space forbids us to illustrate them, to Nelson's constant purpose in his career, his-professional courage and fearlessness of responsibility, and his inborn aptitude for dislomacy. As an instance of Capt. Mahan's thoroughness it is (says the Army and Navy Gazdita) interesting to note that he has taken up the strategic formula of the "fleet in being," and has described how little its effect was shown in Nelson's conceptions.

"When a particular opinion has received the extreme expression now given to that concerning the 'fleet in being' and apparently has undergone equally extreme misconception, it is instructive to recur to the actual effect of such a force upon the practice of a man with whom moral effect was never in excess of the facts of the case, whose imagination produced in him no paralysing picture of remote contingencies. Is it probable that, with the great issues of 1600 at stake, Nelson, had he heen in Tourville's place; would have deemed the crossing of the a man who truly lives," The study is thus a Cannel by French troops impossible, because of Torrington's 'first in being '?"

deterrent effect to such a filet is clear-even in the case of the Belilsh fleet in the Mediterranean -from the constant fear be expressed in 1794-95 of his practical judgment and natural sagacity well as to see, though, of course, having referin abandoning the. West Indies as he had a ence towhat he has already said in regard to the question of obedience. But he puts Nelson's "Sill, as before, his judgments, if rapid, are merit in this matter admirably, illustrating again direct, as if by instinct, to the right means of

"The man who went into the Copenhagen crippled ships and mangled crews, through difficult channels, under the guns of the halfbeaten foe, who would renew Lis strength when he saw the movement, would be to court destruction-to convert probable victory into certain, and perhaps overwhelming disaster. It was not, however, only in auperiority of judgment or of fighting quality that Nelson in this one act towered like a giant above his superior; which enabled him to shut his eyes to the perils he could achieve success, and save his command from a defeat yerging on annihilation,"

We have endeavoured in this review to give our readers some conception of Capt. Mahan's methods. We might have gone much further, for the book is full of suggestion almost at every page. It is a mesterful and convincing presentment of the "embodiment offour sex power," and we thank the accomplished author for the told the men he would fight any one of them. Loongmoon ....... new service he has rendered to naval literature. Whatever could be done to make the book attractive has been done. It is embellished that he could not work for a whole watch, On povaries, accompanied by excellent battle plans, and furnished with one of the best indices we

"TWAS IN TRAFALGAR'S BAY," .

Who says that the patriot's story

Is told as a thing of the past ?

Who says that our glory to glory

By the glamour of gold is o'ercast?

True, many sweet faiths are remembered No more by the brave and the free, But we ne'er have forgotten the valour Of the mightlest 8on of the Ses. Ay, we ne'er have forgoiten Traisless, Nor the here who perished to give That our dearly-won freedom might live, Tis to him that we owe all our glories, And that still we have pow'r to engrave On our scroll that proud boast of a freeman Can ye say that by deeds of true herpes Our spirits no longer are moved, When we've crowed him again with our laurels. And holsted the flag that He loved? On temples of commerce and glory, may say that Capt, Makan deals with Nelson's . And it waves o'er the year from the mast.

Tis dwarfed by the heights of the past. Ay, over the practical present Blows a breath of the past's great romance; In lancy again we are daring The lions and legions of France.

Again, to the greatest of seamen The flag of the foe is hauled down, And the glorious gem of Trafalgar' Is set in our ocean-won crown. Once again a great nation is weeping At that scene in the Victory's hold. Where he died for the flag of his country, And we laid him to rest 'neath its fold,

O, say not that patriotism Our spirits no longer can sway, When the names of Trafalgar and Nelson Can stir ev'ry Briton to-day.

-Paopla.

UNDER THE STARS AND STRIPES.

A "RECORD" SHIP FOR CRUELTY.

The American press is beginning to wake up to the fact that some of the ships flying the Stars and Stripes are, after all, not the floating Paradises that they are often described as by captains and owners. Here is a pitiable narrative of bontal cruelty exercised on an American vessel that arrived at San Francisco from Sydney (N.S.W.), on the 3rd, May; :-

A warrent has been issued for the arrest of Mate McNichols of the American back Harry N. Morse, says the Bulletin, on complaint of an aged seaman named Andrew Anderson. The Morse arrived in port from Sydney after a voyage that may place her in the same category with the notorious T. F. Oakes, now the New York. The Morse, like the Oakes, seems to be one of those versels that is doing so much toward delving the American seaman off the high seas and lowering the standard of the American ship in the eyes of the world. The arrest of the mate has developed an unusually sensational tale of cruelty to sailors, and as Captain Lane, the vessel's commander, is not known as a sweet little cherub or anything that has winge, it is worth the while of the United States authorities to make a thorough investigation of the case of the skipper and his mates.

The Morse's officers not only appear to have wielded the belaying pin on the voyage to San-Francisco from Sydney, but also played a tation on mariners' craniums on the trip from San Francisco to Sydney. The crew left the ship at the latter port, after preferring charges against the ship's officers with the United States Consul.

The Sailors' Union of San Francisco has received a statement, signed by the ex-members of the Morse's forecastle, that, if correct, should begiven instant attention to by men who have the interest of the American merchant marine at h art. Before relating the adventures of the That Nelson did not attribute an absolutely | San Francisco-Sydney craw of the bark, Anderson's story must be told. The old sailor, who looks to be about 65 years of age, weak and slow of movement, alleges that on March 7th, while performing some work on deck, Mate McNichols annoyed at his slowness, struck him on the head with an iron belaying pin, cutting open the scalp and felling him to the deck. McNichols threatened to kill the sallor before San Franclsco was reached. United States Attorney Foote caused a warrant to be issued for the ralld in comparison to those of the outwardbound crew. The statement forwarded b the men to San Francisco to head off Captain-Lane and his men here, is a nice yarn to peruse concerning a vessel that files the flag of a free

coantry. Here it is :--"We joined the Harry N. Morse in San Francisco on October 24th, 1896. The officers were Captain Lane, Mr. Perry and Mr. Mc-Nichols. The morning we sailed, a young man came on board, and we learned that he was to take Perry's place as first officer. He was Harry Speyer, and he lost no time in arranging with the second mate how the ship was to be mate kicked the cook in the stomach for standing around the sallors.

"On October 27th at 4 a.m. the first officer's watch on deck, we started to wash down, Seaman Allen came on deck with a muffler around his neck, the weather being cold. The first mate called him and asked, 'You are a union sailor, are you?" He struck the man on the nose until it bled and said, 'New you fill that muffler with blood, will you, and throw i overboard ! He also struck Seaman Payne with a deck bucket and knocked him senseless. "On October 28th, while I was at the

wheel, the officer came on deck to take observations, and could not get the sun. He told me to luff. I did not hear him, and he sangout again. He then pulled out a belaying pin and struck me on the head, knocking me senscless. Captain Lane and his wife witnessed this and said, "That serves you right, "After dinner I asked the captain for medicine. first mate heard this and asked. 'It's medicine you want, is it? I just feel like giving out medicine. He then beat me sgain. October 20 -Second Mate McNichols came on deck and the first officer gave him instructions to beat the sailors if they did not obey orders. October 30 and 31 were memorable days. There was fighting on board all the time. Captain Lane told his officers to 'give it to the men if they are looking for trouble.' In the afternoon we shifted sails on the foremast. The second mats was aloft and the first mate and four seamen on deck. The order was given me to slack the gantling and to another to overhaul the sheet. The mate had no, sooner given, the order when

he jamped from the forecastle-head and grabbed me. 'Are you walting for a written invitation?' he asked. Will you remember that you are not on the coast, where you can talk as you d-d p'ease? I'll hang for you. Here he struck me five ot six times. My eyes were swollen and Independent ....... closed and my teeth bleeding. I tried to run away to the after cabin to ask Capt. Lane to stop the man. But the captain closed to door and

told the mate to kill me. "The brutal first officer then went forward and | Krim was too much for Lang, and licked him so badly Glengarry this same day the second mate assaulted scaman Allen C. Smith,

"Trouble continued until December 6th. The first male was on the fight. He beat and kicked | Formosa ....... the men all days. Lang dropped some grease Telarios ......... on the deck and was beaten into insensibilty for Holstein ....... his carelessness. Seaman Mathews protested and was set upon by the second mate, but McNichols got the worst of the fight.

"When Spayer came on deck again McNichols said the whole watch had jumped him. Speyer pulled a revolver and jumped at Matthews, struck the latter and cut his scalp open. He then attacked Allen, Smith, Lang and Payno and beat them with the gun. He called on the second officer to help him and attacked every member of the watch.

"Matthews took to his bunk and did not turn out until sent to the hospital by the United States Consul at Sydney. We all complained (Signed). H. Bernard, W. Furlong, J. Payne, In defense of the officers of the ship it is

claimed that the men were unruly and had to be disciplined. The testimony given before the Consul was not sufficient to coavict. The case Devonskirs. of the old saller, A. Anderson, may let some light on the subjects

NOTANDA.

CALENDAR.

Meleorological means based on ten years' observations to 1898. Barometer .....29.77 Thermometer .....80.5 Humldity .....83 Rainfalt......15.97

TO-DAY. WEATHER REPORT.

On date at On date at Barometer ..... 29.81 **19.74** Thermometer ..... Humidity..... 74 Rainfall ...... 0.01

Saturday, 12th June, 1897. (Ember Day.) Chinese,-13th of 5th moon of 23rd year of Kwong-sii. National Fifte of Kwing Tal, god of war, and of

bla son General Kwan. Jewish.—121h Stvan, 5657. Mohammedan,-11th Muharram, 1315. Sets ..... Chr. 42min. High water-Morning ..... Ghr. 18min. Afternoon ..... Thr. 57min. Low water-Morning .....none. Afternoon ..... 1hr. 50min.

ANNIVERSARIES, 1844-Sir Henry Pottinger left this Colony Europe: 1872-First railway in Japan opened.

1885-The s.n. Marlborough lost pear Heinan 1806-H.M.S. Centurion grounded in Shimo-

noseki Straits. TO-MORROW.

Sunday, 13th June, 1807. (Holy Trinity.) Chin-se-14th of 5th moon of 23rd year of Kruome-sii. Icwish-18th Stvan, 5657. Mohammedan-13th Muharram, 1815. Sun-Rises ..... Fr. 17min Sets ..... Chr. 43mlm. High water-Morning ..... 7hr. Amin. Afternoon ..... 9kr. 16min. Low water-Morning ..... Ohr. 28min. Afternoon ..... 2hr. 38min.

ANNIVERSARIES. 1841 - Death of Sir Humphrey Le Fleming Senhouse at Hongkong. 1875-British steamer Carisbrooke fired into and captured by the Chinese Customs cruiser Peng-cha-kol.

-Imperial Edictissued condemning attacks on foreigners.

CHURCH SERVICES.

Fohn's Cathedral :- Communion, 7 a.m. Malins, 11 s.m., Evensorg, 5.45 p.m. Roman Catholic Cathedral :- Mass at 6 a.m., 7 a m., 8 s.m. and 9.30 s.m. Benediction,

Inton Church :- Services, 11 a.m. and 6 p.m. German Bethesda Chapel, West Point :-Moming Service, 11 a.m.

St. Francis' Church. Wanchai :- Mass (Chin.). 6 s.m., (Port.) 7.30 s.m., Benediction, 5 p.m. St. Foseph's Church, Guiden Road :- Morning Service (English), o a.m. St. Anthony's Chapel, West Point :- Mass, 8

Wesleyan Methodist Church: - Services, 10.30 z.m. and \$.45 p.m. Peter's Seamen's Church :- 11 s.m. and

SHARE MARKET.

LATEST QUOTATIONS. Hongkong, Canton & Macao Steamboat, \$351;

6.30 p.m.

Indo Chinas, \$47 : China Sugars, \$142 ; Luzon Sugars, \$50: Punjoms, \$7: Balmorals, \$1.80: Ranbs, \$28%; Olivers, (A) \$22; Hongkong & Kowloon Wharf, \$661; Kowloon Lands, \$171; Hongkong Hotel, \$49; Watsons, \$12.50; Ewos, Tis. 120; Soy Chees, Tis. 600.

SHIPPING AND MAIL NEWS.

MAILS DUE: American (China) 14th inst. Tacoms (Olympia) 16th inst. Indian (Arratoon Apear) 16th inst. Australian (Yamaskiro Maru) 18th Inst. Frerch (Melbourne) 19th last, American (Belgic) 20th inst. Australian (Changsha) aret Inst. English (Mirsapore) 26th inst. German (Sachsen) 1st piox.

THE D. D. R. steamship Delto, from Hamburg left Singapore for this port yesterday, and may be expected here on or about the 17th inst.

THE Mutual Line s'eamship Chingwo, from Swanzes, Glasgow and Liverpool, passed the Canal on the 1st inst. and may be considered due at Singapore on or about the 18th.

THE Mutual Line steamship Moyune, from Glasgow and Liverpool, passed the Canal on the roth just, and may be considered due at Slugspore on or about 20th,

SHIPPING RETURNS. From 5 p.m. yesterday to 5 p.m. to-day. Tatcheong .....steamer, from Dell ....

Canton Poochow ..... Shanghai Canton Wosang ..... Canton Samarang Aggregating 5,282 tons register. DEPARTURES.

Foochow .....steamer, for Canton Talcheong..... Swatow Centon Shanghai Kobe Shanghal Ravenna ..... Shanghai M. Bacquehem ... Sharghal Sunda ..... Singapore Amoy Salgon Nagasaki Orestes ..... Shanghal Octana ..... Singapore Hydaspes...... Singapore Aggregating 15,260 tons register.

HONGEONG AND WHAMPOA DOCK RETURNS. Reina Christina..... in Kowloon Dock. Bengo..... San Foogula ......

PASSED THE CANAL.

408-Panifit.

OPTWARD-12th May-Imperatrix, St. Ronald. 14th May-Della. 18th May-Achilles, Glenorchy, Fortuna. 21st May-Myrmldon. to the Consul, but the case was quashed. Polyphemus, Priam, Queen Adelaide, Arara. 25th May-Melbourne. 28th May-Malacea; W. Allen, H. Webb, J. Smidt, J. Matthews, J. Blue Cross, Zennox, Senta. 1st June-Chingwo. Maria Valerie. 11th Juno-Benolder. Tantalus, Annandale, Milne, Lennon. 8th June-Niebe, Sackeen, 14th June-Benmoke, Brust Simons, Moyune, Java, Menelaus, Homeward-Ail June-Herian, Colone, Sth.

kutuma tans.

CUSTOMS NOTIFICATION. No. 164.

TITESSELS proceeding to the WEST RIVER PORTS under the NEW TREATY must conform to the following Regulations :-Vessels from Canton are to proceed by HIII Passage, Salwan Channel, Tailing Channel

and Junction Channel, entering the West River

at Fist Cliffs. Vessels from Hongkong, &c. are permitted access to the West River only by either Wangmun or Motomun, and will be required to report on both inward and outward trips at cither Capsulmun (Kowloon Customs Station) of Mongchao (Lappa Customs Station). Those going vid Wangmun must take the Kerr Channel and Junction Channel, entering the West River at Fist Cliffs.

These are the only routes permitted on the journey inwards or outwards.

(See Admiralty Chart No. 2569.) By Order of the Inspector General.

E. B. DREW.

Commissioner.

Custom House,

Cauton, 7th June, 1897. IN THE MATTER OF THE TRADE MARKS ORDINANCES (Nos. 16 of 1873 AND 20 ' OF 1895)

In the Matter of an application on behalf OF WILKINSON HEYWOOD & CLARK. LIMITED, FOR LEAVE TO REGISTER CERTAIN TRADE MARKS.

TOTICE is hereby given that WILKINSON HEYWOOD & CLARK, LIMITED Carrying on business at No. 7. Caledonian Road. King's Cross, in the City of fondon and at Victoria in the Colony of Hongkong and elsewhere have, on the 6th day of May, 1897. applied to His Excellency the Governor of Hongkong for leave to register certain TRADE MARKS in the Register of Trade Marks in the Office of the Colonial Secretary for the Colony of Hongkong, in the Name of the said Company. The said Trade Marks have been or are intended to be used in respect of OILS. PAINTS. COLOURS, VARNISHES and FRENCH POLISH Manufactured and Sold by the said WILKINSON HEYWOOD &

CLARK, LIMITED. Facsimiles of the said TRADE MARKS can be seen on application at the Office of the Colonial Secretary for the Colony of Hongkong or to the Undersigned.

Dated the 15th day of May, 1807. JOHNSON, STOKES & MASTER, Solicitors for

WILKINSON HEYWOOD & CLARK, LIMITED.

IN THE MATTER OF THE TRADE MARKS ORDINANCES (Nos. 16 OF 1873 AND 20 OF 1895)

IN THE MATTER OF THE APPLICATION OF LO CHEONG, OF TAI PING BRIDGE, CANTON, IN THE EMPIRE OF CHINA, TEA DEALER, FOR LEAVE TO REGISTER CERTAIN TRADE

MARKS.

TOTICE is hereby given that LO CHEONG. of Tai Ping Bridge, Cauton, in the Empire of China, carrying on business alone at Tai Ping Bridge aforesald under the Style of YAU KEE, BE TEA DEALER has, on the 16th day of March, 1897, applied to His Excellency the Governor of Hongkong for leave to register centain TRADE MARKS in the Register of Trade Marks in the Office of the Colonial Secretary for the Colony of Hongkong, in the Name of YAU KEE.

The said Trade Marks have been or are intended to be respectively used in respect of LO KEI SENG PAU CHONG TAEL TEAS in Boxes or Packages, however packed, belonging to or dealt in by the said YAU KEE. Facsimiles of the said TRADE MARKS can be seen on application at the Office of the

Colonial Secretary for the Colony of Hongkong or to the Undersigned. Dated the 15th day of May, 1897.

JOHNSON, STOKES & MASTER, Solicitors for · YAU KEE

& KOMOR JAPANESE FINE ART CURIOS, 21 & 23. Queen's Road, Hongrong, 35, WATER STREET, YOKOHAMA

35, Division Street, Kore. Hongkong, 15th March, 1806, ARBOLINEUM-AVENARIUS

USED FOR 20 YEARS. With the Ulmost Success. Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness,

Sale Agents for China. SCHERLE & Co. Hongkong, 15th May, 1806.

TAKE NOTE IT IS UNIVERSALLY ADMITTED THAT TO indicate the exact use of words, no DICTIONARY can compare with the New

Edition of WEBSTER'S DICTIONARY. At the office of the Hongkong Telegraph you can see, and procure for SIX DOLLARS, a Copy of the Webster of Websters, the latest and most emphatic proof that Labor omnia vincit.

Hongkong, 17th May, 1807. ITSUI BUSSAN KAISHA

No. 8, Queen's Road Central. Head Office :- TOKIO. Branch Offices :--LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN,

NEWCHWANG and all Ports in JAPAN. Agentles :-Milki Coal Mines. Ohmura Coal Mines. Kanada Coal Mines. Tokyo Marine Insurance Co., Limited, Meili Fire Insurance Co., Limited. Imperial Government Paper Mills, Japan. Cotton Cleaning and Wkg. Co., Shanghai. Onoda Cement Company, Japan. Kanegafuchi Cotton Spinning Mill, Japan.

The Milke Cotton Spinning Mill, Limited. Tokyo Cotton Spinning Mill, Japan. Hayashi Clock Factory. Hongkong, 13th December, 1865.

TO SHIPMASTERS.

NOUIRE where your FRESH WATER is obtained by the Water Boats; as FOUL WATER is the cause of much sickness on posed Ship.

We are the only Water-Boat Company in Hongkong caclusively Supplying FILTERED

Call Flag HW. J. W. KKW & Co.

STRAM WATER- POAT CO. 18, Praya Central, Hunghous His October, 1841.

DISINFECTING FLUID.

"ESSETS"

DISINFECTING POWDER.

"ESSETS"

DISINFECTING SOAP AND TOILET PREPARATIONS.

One gallon of "Essets" Fluid is sufficient to make 1,000 gallons of Disinfectant.

Send for Corroborative Reports, Testimoniais, Price Lists and Particulars to-

WATKINS & CO.,

SOLE AGENTS,

66, QUEEN'S ROAD CENTRAL, HONGKONG.

Consignees.

OCCIDENTAL AND ORIENTAL STEAM

SHIP COMPANY.

NOTICE.

The above Steamer having arrived, Consignees

Bills of Lading for countersignature, and to take

immediate delivery of their Goods from along-

Cargo impeding the discharge of the Vessel

J. S. VAN BUREN,

will be landed and stored at Consignees' risk and

AUSTRIAN LLOYD'S STEAM NAVIGA

TION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT SAID.

SUEZ, JEDDAH, SUAKIM, MASSA-

WAH, HODEDDA, ADEN, KURRA-

CHEE, BOMBAY, COLOMBO, PENANG

" MARQUIS BACQUEHEM,"

having arrived. Consiguees of Cargo are hereby

informed that their Goods are being landed at

their risk into the Godowns of the Hongkong

Limited, whence delivery may be obtained. .

This vessel brings Cargo :-

shipped at Singapore.

transhipped at Bombay.

transhipped at Trieste.

shipped at Trieste.

TO-MORROW.

and Kowloon Whari and Godown Company,

From Calcutta, ex S.S. "AGLAIA," tranz

From Trieste, ex S.S. "IMPERATRIX,

From Venice, ex. S.S. "MASSIMILIANO,"

Prom Venice, ex S.S. "CARLOTTA," tran-

Optional Cargo will go on to Shanghai unless

No Claims will be admitted after the Goods

notice to the contrary be given before Noon

have left the Godowns, and all Claims must be

sent in to the Undersigned before Noon on the

No Fire Insurance has been effected, and any

Goods remaining in the Godowns after the 18th

"GLEN" LINE OF STEAM PACKETS.

FROM MIDDLESBORO', LONDON AND

STRAITS.

"GĽENGARRY" —

having arrived from the above Ports, Consignees

of Cargo by her are hereby informed that their

Goods are being landed at their risk into the

Cargo remaining undelivered after the 15th

Consignees are requested to present all Claims

JARDINE, MATHESON & Co.,

Agents,

for damages and/or shortages not later than

the 22nd instant, otherwise they will not be

NOTICE TO CONSIGNEES.

"RAVENNA,"

FROM BOMBAY, COLOMBO AND

STRAITS.

vessel are hereby informed that their Goods are

being landed and placed at their Mak the I

Hongkong and Kowloon Wharf and Godown

consignment will be sorted out mark by mark

and delivery can be obtained as soon as the

From Persian Guil, ex S.S. Assyria, Kapur-

Optional goods will be landed here unless

Goods not cleared by the 17th instant, at 4

No Fire Insurance will be effected by me in

All damaged Parkages must be left in the

Godowns and a certificate of the damage

obtained from the Godewar Company within ten

H. A. RITCHIE,

Seperatentent

instructions are given to the contrary before 4

P.M., will be subject to rent.

any case, whatever.

Consiguees of Cargo by the above-named

Bills of Lading will be countersigned by

THE P. & O. S. N. Co.'s Steamship

SANDER & Co.,

Agents.

18th instant, or they will not be recognised.

Bills of Luding will be countersigned by

instant will be subject to rent.

Hongkong, 10th June, 1897.

whence delivery may be obtained.

Hongkong, 8th Jone, 1807.

Goods are landed.

This vessel brings on Cargo :-

From London, &c., ex S.S. Australla.

From Gibraltar, ex S.S. Skannon.

instant will be subject to rent.

No Fire Insurance has been effected.

THE Steamship

recognised.

Hongkong, 8th June, 1807.

AND SINGAPORE.

THE Steamship

J.-J. CARNAUD, 3, rue d'Argout, PARIS TIN BOXES STAMPED ARTICLES MILITARY MILLAND Apply to Mess" DODWELL CARLILL & Co., Agents for M. OPPENHEIMER & Co., Paris

## Auction.

GOVERNMENT NOTIFICATION. No. 221.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot; on

the 14th day of June, 1897, at 4 P.M., are published for general information.

By Command, I. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 29th May, 1897.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 14th day of June, 1897, at 4 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 999 Years.

PARTICULARS OF THE LOT.

## To be Net:

TO LET. FURNISHED.

WO ROOMS In the KOWLOON HOTEL

Apply to NEW VICTORIA HOTEL.

Hongkong, 1st June, 1897. TO LET.

NTO. 27, CAINE ROAD, 7 Rooms and Out-No. B. BONHAM ROAD-NULLAH SIDE, 8 Rooms, Outhouses and Garden.

Apply to DAVID SASSOON, SONS & Co.

Hongkong, 31st May, 1897.

TO LET.

WELLING HOUSES:-HOUSES in RIPON TERRACE. "HARFORD," At MAGAZINE GAP. "THE KENNELS." in MAGAZINE GAP.

No. 29, ELGIN STREET. FLOORS In STAUNTON and ELGIN STREETS. GODOWNS In BLUE BUILDINGS.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. Bengkang, oth June 1867.

TO LET. THE BUILDING known as

HONGKONG CLUB," HONGKONG. From the 1st August, 1897. Apply to

MATHEW J. D. STEPHENS, " Solicitor for Owner. Hongkong, 5th April, 1897.

## Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CANTON," FROM LONDON, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This versel brings on Cargo :--

From Madras, ex S.S. Secundra. Optional Goods will be landed here unless instructions are given to the contrary before 4

P.M. TO-DAY. Goods not cleared by the 16th instant at 4 P.M. will be subject to rent. No Fire Insurance will be effected by me in

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which se Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 11th June, 1897.

## Masonic.

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

REGULAR MEETING of the above LODGE will be held in the FREEMASOMS? HALL, Zetland Street, on WEDNESDAY, the 16th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 10th June, 1807.

## Phipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW. THE Company's Steamship

Captain J. S. Roach, will be despatched for the above Ports TO-MORROW, the 13th instant, at

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.,

General Managers. Hongkong, 12th June, 1897. CHINA NAVIGATION COMPANY,

LIMITED. FOR SHANGHAL THE Company's Steamship

"PAKHOL" Captain Stoit, will be despatched as above on MONDAY, the 14th instant, at 4 P.M. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Hongkong, 11th June, 1807.

INDO-CHINA STEAM' NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA. ONSIGNEES of CARGO per Steamship THE Company's Steamship

"SUISANG." of Cargo are hereby requested to send in their | Captain Galsworthy, will be despatched as above on TUESDAY, the 15th instant, at 3 P.M. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hangkong, 10th June, 1807.

THE CHINA MUTUAL STEAM NAVIGA-TION COMPANY, LIMITED.

FOR LONDON. VIA STRAITS AND USUAL PORTS OF Taking Cargo at through rates for GLASCOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship " HYSON." John S. Hogg, Commander, will be despatched as above on or about the 17th instant. For Freight, &c., apply to

HOLLIDAY, WISE & Co., Agents. Hongkong, 3rd June, 1897.

OCEAN STEAMSHIP COMPANY. FOR LONDON, VIA SUEZ CANAL. THE Company's Steamship

"ULYSSES," Captain Brown, will be despatched as above on THURSDAY, the 17th instant. For Freight, apply to BUTTERFIELD & SWIRE,

Agents.

Hongkong, 3rd June, 1897. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN (DIRECT). THE Company's Steamship. "TAKSANG,"

Captain Rolph, will be despatched as above on SATURDAY, the 19th instant, at Noon. For Freight or Passage, apply to JARDINE, MATHESON & Co.,

General Managers. Hongkong, 11th June, 1897. CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE. THE Company's Steamship

"TAIYUAN." Captain Moore, will-be despatched on SATUR-DAY, the 10th instant, at 3 P.M. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Erigines. A Refrigerating Chamber ensures the

Godowns of the Hongkong and Kowloon Wharf | Supply of Fresh Provisions during the entire and Godown Company, Limited, at Kowloon, voyage. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. Return Tickets issued by this Company to and from Australia are available for return by Steamers of the EASTERN AND AUSTRALIAN

S. S. Co. and vice versa. For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Hongkong, 4th June, 1897.

NIPPON YUSEN KAISHA. JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE .. (Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISHANE, SYDNEY & MELBOURNE,

Company's Godowns at Kowloon, where each | THE Company's Steamship. "TOKIO MARU," Captain E. S. Barstow, will be despatched for

the above Ports on THURSDAY, the 24th inst., "This Steamer is fitted with Superior Passenger Accommodation and a duly qualified Doctor is

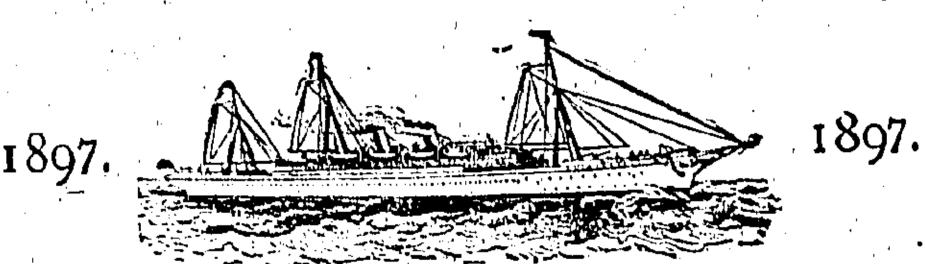
For Freight or Passage, apply to NIPPON YUSEN KAISHA. Hongkong, 11th Jane, 1897.

SAILING VESSEL. FOR SAN FRANCISCO.

HE. 100 At British Ship "FALLS OF DEE." days alter the Versel's arrival here, after which Lock, Master, shortly expected, will load here no Claims will be recognized. For Freight, apply to SHEWAN, TOMES & Co. Hongkong, 4th February, 1897.

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



PUNCTUALITY. SPEAD. SAFETY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA · AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.) Twin Screw Steamships-6,000 Tons-10,000 Horse Power-Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG. EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 30th June. EMPRESS OF JAPAN ... Comdr. H. Pybus, R.N.R ........ WEDNESDAY, 21st July. EMPRESS OF CHINA ... Comdr. R. Archibald, R.N.R.... WEDNESDAY, 11th Aug.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE, Close connection is made at Montreal, Quebec, Halilar, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres. Straits, Good for The atmactive features of this Company's route, embrace its PALATIAL STEAMSHIPS, o months, £100. (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by Railway passes. the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 9th June, 1897.

Governments.

## Pedder's Street.

### OCCIDENTAL & ORIEN-TAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,

CENTRAL AND SOUTH AMERICA, AND EUROPE:

THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONOKONG. Dork (via Shanghai, Nagasaki, Kobe, In- [Thursday, 17th June,

land Sea and Yokoat Noon. hama) ...... Belgic (via Shanghal,) Nagasaki, Kobe, In- Tuesday, 6th July,

land Sea, Yokehama at Noon. and Honolulu) ...... Copile (via Shanghai, ) Nagasaki, Kobe, In- | Saturday, 24th July, land Sea, Yokohama at Noon. and Honolulu) .....

THE Company's Steamship

"DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, and YOKOHAMA, on THURSDAY the 17th June, 1897, at Noon,

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice veria) within one year, will be allowed a dis count of to per cent. This allowance does not apply to through fares for China and Johan to Europe. All PARCEL PACKAGES should be marked to

address in full: and same will be received at the Company's Office until FIVE P.M. the day previous to sailing. Consular Invoices to accompany Cargo des-1904 | tined to Points beyond San Francisco, in the

United States, should be sent to the Company's Offices, addressed to the Collector of Customs San Wrancisco. For further information as to Freight or Passage, apply to the Agency of the Company,

No. 7, Praya Central. J. S. VAN BUREN, Agent. . Hongkong, 29th May, 1897.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMARERS, COAL AND PROVISION MER-CHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL, HONGKONG. SOAP MANUFACTURERS. SQLE AGENTS FOR T ARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND.

HARTMANN'S GREY PAINTA DAIMLER'S PATENT MOTOR LAUNCHES. Sole Agents for FERGUSON'S SPECIAL CREAM

P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c. RVERY KIND OF SHIP'S STORES AND REQUISITES... ALWAYS IN STOCK

REASQNABLE, PRICES. Houghous, 14th May, 1996.

## U. S. MAIL LINE. PACIFIC MAIL STEAM-SHIP COMPANY.

D. E. BROWN, General Agent,

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. China (via Shanghal,) Nagazaki, Kobe, In- | Saturday, 26th June, land Sea, Yokohama at Noon. and Honolulu) ..... Para (via Shanghal.

Thursday, 15th July, Naganaki, Kobe, Inland Sea, and Yokoat Nuon. harna) Clly of Rlode Fanciro (via Shanghat, Naga-

at Noon.

Honolula) .....

saki, Kobe, Inland

Sez. Yokohama and

THE U.S. Mail Steamship

" CHINA" will be despatched for SAN FRANCISCO, vil SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 26th June, 1897, at noon, taking Passengers and Freight for Japan, th

United States, et d Europe. Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at Honolulus and passengers are allowed to break their

ourney at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be

obtained on application. Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAIL WAYS: also the CANADIAN PACIFIC RAIL-WAY on payment of £4 in addition to the

regular tariff rate. Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, vil Overland Railways, to Havana, Trinidad, and Demerara, and to ports. in Mexico, Central and South America, by the Company's and connecting Steamers. Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will

be received at the Office until 5 P.M. same day all Parcel Packages should be marked to address in full ; value of same is required. Consular Involces to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's

Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

Hongkong, 5th Jare, 1897. NOTICE.

J. S. VAN BUREN, Agent.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



ITS USE W. G. HUMPHREYS & Co. Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"KAISAR-I-HIND," Captain S. Barcham, carrying Her Majesta's Mails, will be despatched from this for BOM-BAY, &c., on THURSDAY, the 17th June, at Noon, taking Passengers and Cargo for the above Ports. This Steamer connects at Bombas. with the S.S. Oriental leaving that Port on the

9th July for London direct. Suk and Valuables, all Cargo for France, and Tex for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marsellies and London other Cargo for London, &c., will be conveyed

vid Bombay. Parcels will be received at this Office until P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Hills. of Lading. For further Particulars, apply to

H. A. RITCHIE Superintendent. Hongkong, 3rd June, 1897. NORDDEUTSCHER LLOYD.

NOTICE. STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ,

BLACK SEA AND BALTIC PORTS: LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN

THE COMPANY'S STRAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

BILLS OF LADING FOR THE PRINCIPAL. PLACES IN RUSSIA.

(SUDJECT TO ALTERATION.) Preussen ..... | Tuesday ... | 22nd June. Sacksen ..... | Tuesday ... | 23th July. Bayers ..... | Tuesday ... | 17th Aug. Prinz Heinrich ... | Tuesday ... | 14th Sept. Preussen ..... | Tuesday ... | 12th Oct. Sachsen ..... | Tuesday ... | 9th Nov.

Prinz Heinrich ... | Tuesday ... | 4th Jan. ON TUESDAY, the 22nd day of June. 1897, at 9 A.M., the Company's Steamship "PREUSSEN," Captain P. Wettin, with MAILS, PASSENGRS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES

Shipping Orders will be granted till Noor on SATURDAY, the 19 h June. Cargo and Specie will be received on poard until 5 P.M. on MOMDAY, the 21st June, and Percels will be received at the Agency's Office until Noon on MONDAY, the anst June. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2 50 and Parcels should not exceed Two Foot Cubic in Measurement.

MELCHERS & Co. Agenta Hongkong, 25th May, 1897. NORTHERN PACIFIC

COMPANIES: VIA INLAND SEA OF JAPAN. THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and

HONGKONG TO LONDON \$400. Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried. HONGKONG TO NEW YORK \$350.

the American Continent. Magnificent Scenery. of the ROCKY and CASCADE MOUNTAINS! The YELLOWSTONE NATIONAL PARK route. Passen. gers to EUROPE may proceed by one of the first class Atlantic Mail Lines. HONGKONG TO TACOMA \$225. Rates of Passage to other Points on application.

> PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.) Olympis ...... | 2,608 | Tuesday ... | July 6. Pothan .... | 2,907 | Tuesday ... | July 27. Tacoma ...... 2,549 | Tuesday ... | Aug. 17. Victoria ..... | 3.167 | Tuesday ... | Septo 7. 

"OLTMPIA," Captain J. Truebridge, sailing at Noon, on TUESDAY, the 6th July, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), wia.

Pacific Coast Points, and to Canadian and Consular Invoices of Goods for United States Points should be in quadruplicate; and one, copy, must be sent forward by the steamer 10 the care of the Freight Agent, Northern Pacific

Rallway, Tacoma, Wash.
Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to . For further information as to Passage, or,

DODWELL, CARLILL & Co.,

General Agents... Hongkong, 1st June, 1897.

Printed and Published by CHRONE Wit DUNCAN at No. 6, Pedder's But, to the of a

any case whatever.

Bath Bulldhage.

Hongkong, 9th March, 1897.

PORT SAID, NAPLES, GENOA. ANTWERP, BREMEN AND HAMBURG. PORTS IN THE LEVANT.

N.B.-CARGO CAN BE TAKEN ON THROUGH

PROPOSED SAILINGS FROM HONGKONG.

Thursday, 3rd August Bayers .... | Tuesday ... | 7th Dec.

and GENOA:

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board. For further Particulars, apply to

STEAMSHIP AND RAILWAY

EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

The Railroad travelling is second to none on

Special rates allowed to members of Government Services.

Columbia ..... | 2,605 | Tuesday ... | Oct. 19.

THE Steamships

Freight, apply to

KOBE and YOKOHAMA. Through Bills of Lading issued to Japan. United States Points,

[81 1 A wolf of Markair!

